

FOR EUROPE & AMERICA
(INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,522. 號二十二百五十五萬一第 日三十月二十年三十三緒光 HONGKONG, THURSDAY, JANUARY 16TH 1908. 四拜禮 號六十月正年八零百九千一英港香 PRICE, \$3 PER MONTH.

PERFUMERY
OF THE
FINEST QUALITY
AND
DESCRIPTION.
A. S. WATSON & CO.,
LIMITED,
a92

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$5.00 per cask ex Factory.
In Bags 250 lbs. net \$3.00 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1907. a1938

**AUTOMATIC BROWNING
POCKET PISTOLS.**
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & CO.,
Hongkong, 6th March, 1907. 42

**AUTOMATIC MAUSER
PISTOLS.**
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 18th March, 1907. 575

NEW CARTRIDGES.
BY Popular English Manufacturers. In
all Bore and Sizes.
**SMOKELESS POWDER and CHILLED
SHOT.** From No. 10 to 888G, at \$2, 37, and
\$7.50 per 100. SPORTING REQUISITES
and ALL GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & CO.,
Hongkong, 28th October, 1906. 1689

A. TACK & CO.,
28, DES VUEX ROAD, CENTRAL.
JUST ARRIVED:
A LARGE STOCK
OF
SPECIALLY SELECTED
LADIES' BOOTS AND SHOES.
DEVELOPING AND PRINTING FOR
AMATEURS CAREFULLY
UNDERTAKEN.
Hongkong, 2nd December, 1907. 81

A LING & CO.,
19, QUEEN'S ROAD CENTRAL
(Next to Messrs. Kuhn & Komor).
**FURNITURE AND PHOTO GOODS
STORE.**
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 1691

**PEAK TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS.
6.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m. ...
every 15 minutes.
SATURDAYS.
Extra Cars at 11.30 p.m. and 11.45 p.m.
SUNDAYS.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 9.50 a.m. ... Every 30 minutes.
9.50 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m. ... 9.45 to
11.15 p.m. ... every half-hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Vues
Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. 677

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS.

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1855.

	Per Case.
BRANDY ★★★★★	\$21.50
"★★★★	19.00
"★★★	16.00
WHISKY, PALL MALL	19.00
"JOHN WALKER & SONS'	
OLD HIGHLAND	12.00
"C. P. & CO'S SPECIAL BLEND	10.00
PORT WINE, INVALIDS	19.00
"DOURO	13.00
SHERRY, AMOROSO	19.00
"LA TORRE	15.25
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.
a45

DOW'S PORTS.



ARMADALE	\$32 DOZEN
ROYAL DRY...	\$27 "
INVALID	\$25 "

SOLE AGENTS—**CALDBROCK, MACGREGOR & CO.,**
WINE AND SPIRIT MERCHANTS, a34
Hongkong, 3rd December, 1907. 15, Queen's Road Central.

LANE, CRAWFORD & CO.

**FINEST MUSCATEL RAISINS
SMYRNA FIGS. CARLSBAD PLUMS
MARRONS A LA VANILLE.
JORDAN ALMONDS.**

CAKES

FRUIT. ALMOND. CHERRY. MARZIPAN. MADEIRA.
SULTANA. GINGER. GENOA.

LANE, CRAWFORD & CO.

Hongkong, 28th December, 1907. a32

PHOTO SUPPLIES.

LONG HING & CO.,
17, QUEEN'S ROAD, CENTRAL.

**DEVELOPING & PRINTING
UNDERTAKEN.**

LONG HING & CO.

Hongkong, 5th December, 1907. a30

MIYASAKI & CO. COAL MERCHANTS.

HEAD OFFICE—Sakayemachi, KOBE, Japan.
BRANCH OFFICES—Nishinomiya, SHIMONOSEKI, Japan, and HONGKONG.

CABLE ADDRESSES—
"MIYASAKI," applying to Head Office and Shimonoseki Branch.
"YUTAKA," applying to Hongkong Branch only.
A. B. C. 5th Edition used.

THE HEAD AND BRANCH OFFICES will receive any Order for

JAPAN COALS.

Y. KUBO, MANAGER, HONGKONG,

No. 5, Queen's Road Central. a1884

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.
TELEPHONE No. 696.

CHRISTMAS NUMBERS:

Strand Magazine, Windsor Magazine, Pearson's Magazine, &c.	...
Norwegian By-ways, by Charles W. Wood	4.00
The Bridge Book, by Dunn	2.75
Rhodes Steamship Guide	75
The Purloined Prince, by Turner and Hodder	75
To a Nun Confessed, a Novel, by Irene Osgood	70
Pitcher in Paradise, by Binstead	2.00
In Tune with the Infants, by Trine	2.75
Cassell's Family Physician, New Edition; 5 Volumes	20.00
Eben Holden, by Bachelor, Cloth	1.75
Big Game Shooting, 2 Volumes	15.00
Golf Greens and Green Keeping, by Hutchinson	7.00
The Whole Art of Billiards, by Hotot	1.20

The Other Side of the Lantern, by Sir Frederick Treves "A Trip round the World"	\$3.50
The Awakening of China, by Martin	11.50
Map of Hongkong and New Territory	2.00
Robert's Engineering Drawing	4.00
Read's New Guide and Key	7.00
Wall Map of China on Rollers	25.00

NEW STOCK:

**VERY SUPERIOR QUALITY
WRITING CASES.**

**MENU CARDS, BALL PROGRAMMES,
WEDDING CARDS,
FANCY CARDS.**

WRITING BLOCKS.

COPYING PRESSES; Various Sizes.

STEPHEN'S INKS.

THE "WELLINGTON" TYPEWRITER
a Superior Machine for the Office.

THE WELL-KNOWN "BLICK"; Very
handy and very useful.

TRADE MARK
TEN YEARS OLD.
\$14 PER DOZEN.
"WHITE HORSE" WHISKY
BOTTLED IN SCOTLAND
FROM THE
ORIGINAL RECEIPT OF 1746.
SOLE AGENTS:
LANE, CRAWFORD & CO.
a33

KELLY & WALSH, LTD.

Pekin—Paris, Automobile en Quatre- Vingts Jours, by Jean du Tailleur; Illustrated	\$6.50
The Pulse of Asia, A Journey in Central Asia, Illustrating the Geographic Basis of History, by E. Huntington	10.20
Human Bullets, A Soldier's Story of Port Arthur	3.75
In Australian Tropics, by A. Searcy; Illustrations and Maps	7.75
Quaker and Conqueror, The Life Work of Wm. Penn	2.75
Colonel Nathaniel Witham, A For- getten Soldier of the Civil War, O.D. and W.C.D. Witham	6.00
The Letters of Edward Lear; Edited by Lady Strachey, Illustrated	11.00
The Royal Navy, Painted, by Norman Wilkinson and Described by H. L. Swinburne	13.50
With the Border Ruffians: Memories of the Far West, 1852-63, by R. H. Williams	6.50
A Holiday in the Happy Valley with Pen and Pencil, by Major T. R. Swinburne	11.50
Society, Sin and the Saviour, by Father Vaughan	1.50
The Fruit of the Tree, by E. Wharton	1.50
Love in a Mist, by Alhambra	1.50
Judy and the Philosophers, by Ton Gallon	1.50
The Chain Invisible, by C. Ranger Gail Finglin and Peltocot, by Helen Mathews	1.50
Whitaker's Almanack	70c. & 2'00

Wh. Who? ...	\$7.00
British Journal of Photo. Almanack...	80
The Whining Post, Winter Annual...	20
The Daily Mail Year Book	40
Strand & Windsor Christmas Numbers each	70
The Teller, Xmas Number	80
Sidelights on Chinese Life, by Rev. J. Macgowan, 12 Coloured Plates	11.00
England in the Seven Years' War, A Study in Combined Strategy, by J. S. Corbett, 2 Volumes	14.50
The King Over the Water, by A. Shield and Andrew Lang	11.00
Bombay in the Days of George IV. Memoirs of Sir Edward West, A King's Judge Under the Company...	6.75
Marshall Trenchard, by Brig. Gen. F. Lloyd	9.25
Through the Magic Door, by Sir A. Cosan Doyle	2.50
Brahma Knowledge, The Philosophy of the Vedanta	1.50
Waring's Bazaar, Medicines of India	4.50
Cotton Spinning, Calculations and Yarn Costs, by Winterbottom	5.50
A NEW MAP of the SUN ON DIS- TRICT Including HONGKONG and the NEW TERRITORY, Showing all the Roads, Paths, Passes, Railway, Soundings, Contours, &c. Scale 2 inches = 1 Mile, NAMES in ENGLISH and CHINESE, by Kwok Lo Kwai and Tso Tsan Tai	5.00

CHAMPAGNE G. H. MUMM & CO.,

THE MOST POPULAR WINE.

Can be had in the following qualities:—
EXTRA DRY (Gout American),
BRUT (Cordon Rouge).
SALES IN THE UNITED STATES EXCEED THE TOTAL OF ALL OTHER
BRANDS.
SERVED IN ALL CLUBS AND FIRST-CLASS HOTELS, AND OBTAINABLE
AT ALL WINE MERCHANTS IN THE COLONY, AND FROM
SHEWAN, TOMES & CO., SOLE AGENTS.
Hongkong, 1st June, 1907. a79

SIEN TING.
SURGEON DENTIST.
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1540

DR. M. H. CHAUN,

THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
I have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901 48

NOTICE.
BY Mutual Consent, the Interest and
Responsibility of Mr. M. W. GREIG
in our firm ceased on the 31st December, 1907.
M. W. GREIG & CO.
Fochow, 6th January, 1908. 188

THE GRAND HOTEL, DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS
Situated in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE Proprietaires.
M. MAILLE

INSURANCE

THE STANDARD LIFE OFFICE.
SPECIAL ADVANTAGES.

A MONG others are the following:
(1) Immediate acceptance and issue of Policy
No provisional acceptance or reference to
Head Office.
(2) Claims and Surrenders paid, and LOANS
ADVANCED on the spot without
reference home.
(3) Liberal Paid-up Policies, Surrender and
Loan values.
(4) Immediate reduction to Home Rates upon
leaving the East either permanently or
for a short period.
(5) Exceptionally liberal conditions for
payment of premiums in arrears.
(6) Premiums may be paid in half-yearly or
quarterly instalments without any
addition.
DODWELL & CO., LD.,
Agents.
a1144-5

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons
Well Furnished Reception Rooms
Private Bar and Billiard Room for Hotel
Residents
Electric Lifts to each Floor.
Electric Lighting and Fans
Telephone on every Floor.
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHAIRMAN MODERATE, AND NO EXTRA.
a39 A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th July, 1905. a1704

"KINGSLERE," PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "KINGSLERE."
Electric Light, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and the stabling for horses.
Proprietress, Mrs. G. SACHSE.

"BRASIDI," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Bedrooms, every home comfort.
Fine View of the Harbour. Terms moderate.
Telephone No. 690.
Apply to—Mrs F. W. WATTS,
"Brasidi," 20, Macdonnell Road,
Hongkong, 4th December, 1907. a40

"BOA VISTA" (HOTEL-SANTARUM OF SOUTH CHINA), MACAO.

HAS been re-opened under European
management and most strict supervision.
as to food cleanliness and hygiene of the place
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (a.e. Sei Ah and Sai Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply
a172 THE MANAGER

VICTORIA HOTEL. SHAMKUN-CANTON.

FIRST CLASS EUROPEAN HOTEL
On the British Concession.
Electrically Lighted.
Every Modern Comfort and Convenience at
Reasonable Rates.
Under the Personal Superintendence of
H. HAYNES, late Manager Hongkong Hotel

MACAO HOTEL.

TELEGRAMS—FARMER, MACAO,
MACAO, CHINA.
In the Centre of the Praya Grande.
CAPT. T. AUSTIN, Manager.
Both Hotels Electrically Lighted and under
experienced European Management.
Every Comfort and Convenience for Residents
and Tourists.
a1911 WM. FARMER, Proprietor.

INTIMATION

A. S. WATSON & CO.
LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	per case, per case.	1 doz. qts. 2 doz. pte.
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.00	14.00
CHATEAU HAUT BRION		
LARRIVET	19.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	23.00	24.00
CHATEAU PONTET		
CANET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU LAUZAN	44.00	
CHATEAU LAFITE	50.00	

OUR CLARETS, INCLUDING THE LOWEST PRICES, ARE OF EXCEPTIONAL VALUE, AND GUARANTEED TO BE THE GENUINE PRODUCT OF THE JUICE OF THE GRAPE.

CLARETS FROM THE CELEBRATED CHATEAUX ABOVE MENTIONED ARE TOO WELL KNOWN TO CONNOISSEURS TO NEED COMMENT, AND WE CAN CONFIDENTLY RECOMMEND THEM AS MATURE AND IN FINE CONDITION.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS

ALEXANDRA BUILDINGS

Hongkong, 16th January, 1906

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press.
Cables: A.B.C. 5th Ed. Lieber.

P. O. Box, 34. Telephone No. 12.

BIRTHS.

On December 29th, at Hangchow, Chekiang, to Mr. and Mrs. CONNOR, a daughter.

On January 9th, to Mr. and Mrs. R. W. WYNN, a daughter.

On January 9th, at Shanghai, the wife of T. MORAN, a daughter.

On January 9th, at Shanghai, the wife of T. N. HUGALL, of a son.

MARRIAGES.

On December 30th, at Yokohama, THOMAS, second son of H. W. B. Van Cortlandt, of Shanghai, to ALICE BOSTON, of Vancouver.

On January 7th, at Shanghai, J. P. ALARCON to Mrs. ESTER EYRENE (Widow of the late S. M. EYRENE) both of Shanghai.

On January 7th, at Shanghai, FREDERICK GEORGE WILLIAM NEWBERRY, to NORA SELINA JULIAN.

DEATHS.

On January 7th, at Shanghai, CHRISTIAN MOHR, aged 81 years.

On January 10th, at Shanghai, ROZA ENGLAND.

HONGKONG OFFICE: 10A, DES VOUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 16TH, 1906

HONGKONG has a large number of devoted disciples of the revered Mr. I. WATSON, though our opportunities for demonstration locally are very much restricted. Most of us who in other parts of the world have whiffed lakes and streams with the dry fly, or angled in ponds and canals with less artistic tackle, have long been Sir FREDERICK LEONARD'S advent taken time to investigate the possibilities of all the likely waters in the Colony. Emptying into Tide Cove and Tolo Harbour, for instance, are several streams that looked "likely" for Stewart-tackle or a light ten-foot rod with tail-fly and a close-by dropper, but alas! though fish of sorts could be seen at times, there was nothing that would rise. Ramours that a reservoir out Quarry Bay way

contained trout promising the old thrills caused a fruitless pilgrimage; and in the end we were all forced to be content with the local handlines and the scarce and shy salt-water fish. Yet none of us appears to have thought of doing what His Excellency the Governor now proposes, namely, to breed trout and stock some of our local waters. To be sure, the scheme as unfolded in the communication with which the Hon. Colonial Secretary favoured us yesterday says nothing beyond stocking the reservoirs; but with that beginning, it is not a far vision if we see, in the future, the beautiful mountain streams in the New Territory teeming with game fish, "watchers" or keepers patrolling them to prevent poaching, and a Fishery Board and an Angling Association to manage affairs, and to pay for the necessary rearing and watching. The Government, as practically the sole riparian owner, would be represented on the Board, and contribute, perhaps, to the expense, which would mainly be borne, however, by the anglers who would take out licences to fish with rod and line in preserved waters. We have to blush all the more for leaving the idea to come from a newcomer, because some of us, it is certain, are familiar with the comparatively simple though expensive method of hatching and brooding for stocking purposes. That was a matter, however, left to the Fishery Board and its staff, and beyond visiting now and then the graduated row of shallow troughs, with fresh water slowly but constantly flowing from one to another, in as much sunshine as possible, and looking at the various stages of development, and perhaps asking the head keeper as to the progress of the next batch to be released, it is possible that very few of us learned enough of the business to make it worth while accepting the invitation to visit the Colonial Secretary's office. We did get to understand that it was cheaper to stock with immature fish than "ab ovo." A letter to the Clerk of a Fishery Board at Home would probably elicit more practical information than is to be found in the Colony, although there may be found amongst our number some who have perhaps worked on a riparian hatcheries committee. So far as we remember, it is a chancey business in which an ounce of practical experience is worth all the books ever written on the subject, and we hope the Governor may find some such adviser. We also hope that the experimental consignment of ova from Canada will arrive in condition, and repay the trouble spent on it. We were told, by the way, not long ago, that the Water Authority objected to the presence of fish in the reservoirs, and that from one of the reservoirs on the Peak the employees were instructed to remove a quantity of "fine fish," species not stated. There is, of course, no hygienic reason why fish should not be permitted in water meant for public consumption; quite the contrary; and we suppose this is now understood. We compliment His Excellency on his enterprise, and wish it all success. So will many who are not rodders, for from a gustable point of view, our dining tables seem to be in a way to be materially enriched.

Whenever an intoxicated man is conveyed to the Denver Police Station, his photograph is taken, and the next morning he is shown how he looked the night before. The photograph cure, the police say, is accomplishing wonders.

Certain British merchants recently asked the Waiwupu, through the British Minister, for permission to develop certain gold mines at Langfushan in Shantung province. It is reported that it is improbable that the Waiwupu will comply with the request.

It will doubtless be of interest to the public to learn that communication by cable with Gap Rock lighthouse, which has remained interrupted since the 18th September, 1905, has been restored. The land lines were destroyed on the date mentioned and the cable itself was fractured at Gap Rock during the typhoon of the 29th September, 1906.

Writing on December 16th, one of our London correspondents paints a nightmare picture of Home weather. "For four days we have had most fearful weather. England is under water, and all around the coast wrecks are piled up. It has been like a continual typhoon. The wind is too strong for umbrellas, and the rain and sleet have been coming in drenching downpours."

A telegram from Worcester, Mass., states that Mr. Harry Groat, a young electrical engineer of that city, has devised a method of transmitting electrical energy through the air, without the employment of wires. He claims that electricity for both light and power can be conveyed safely and reliably by his method, and has to a certain extent proved his assertion by tests. A series of experiments was carried out in the presence of experts, when Mr. Groat, by means of his special apparatus, generated magnetic waves which operated ordinary electric lamps and motors of small power over a distance of 900 feet. Mr. Groat is only 19 years of age.

The claims of the Melbourne creditors of the late Louis Spitzel are to be settled in full. Spitzel, who had an extraordinarily romantic career, was for a time engaged as a working jeweller in Melbourne. He subsequently disappeared, and was later on heard of as the confidential adviser to Li Hsueh Chang. In the course of a few years he amassed an immense fortune, and at his death his estate was proved at £22,000,000.

Mr. E. J. Chapman, who may be classed as the best amateur photographer in Hongkong, has recently made some very successful experiments with colour photography, the new development in photographic art. One of his experiments was with a bowl of roses, and the most delicate tints have been faithfully reproduced. Mr. Chapman's negatives have been pronounced to be equal, if not superior, to any seen in the exhibitions at home.

At the Police Court yesterday Mr. H. E. J. Gompertz fined a junkster and his wife \$5 apiece for carrying arms and ammunition without a permit. Two rifles, a revolver, a sword, 150 rounds of ammunition, one tin of caps and a cask of gunpowder were found on board the junk by the police. Another passenger by the "Tai Hing," who was found with 70 rounds of revolver ammunition in his possession, was ordered to pay a fine of \$25.

The remains of the late Mr. E. L. Wooten were interred at Happy Valley yesterday afternoon, the Rev. F. T. Johnson conducting the burial service. Wreaths were forwarded by Mr. E. O. Osborne, Dr. J. W. Noble, Mr. Paterson, Mr. T. Hunter and the Hongkong Hotel Company, while among others who attended the funeral were the Hon. Mr. E. A. Hewitt, Hon. Mr. Osborne, Captain Hall and Messrs. J. Orange, W. Danby, A. Ough, T. I. Rose, Paterson, C. H. Grace, A. G. Wood and A. F. Davies.

There was issued, on January 9th a Decree stating that His Majesty the Emperor will sacrifice personally at the supplementary worship in the Imperial Ancestral Temple on the day before Chinese New Year's Eve (January 31). Hsi Chueang and En Hui are commanded to sacrifice at the minor altars of the Temple. On January 30th at the special worship in the same Temple, Prince Tsai Kung is ordered to sacrifice in the Rear Hall and Shan Chi (Prince Su) in the Middle Hall. Kuei Liao is commanded to sacrifice to the Divinity of the year on January 31 and Wen Hsi and Jui Pao to assist at the minor altars.

The Yen. Archdeacon A. E. Monie, himself a poet, is writing his reminiscences of seventy years, for the N.C. Daily News. He tells the following interesting story of Tennyson: My own acquaintance was by letter alone. I sent the Laureate, with a brief note, a Chinese proverb containing a very striking parallel to his line in a poem called the Peak. The "Peak is high, and the heavens are high. But man's heart is ever higher," so says Tennyson, and thus speak the Chinese, "High heaven is not reckoned high, man's heart is higher and higher." I received a rather gruff reply to the effect that "in the literature of the world you can always find something like something else," which is precisely what I pointed out.

Judge Wilfley, on arrival at Honolulu on December 21 last, was served with a writ claiming \$30,000 damages by Mr. F. M. Brooks. The Court is asked to summon the defendant to appear before a jury at the January term. Mr. F. E. Himeley is joined as a defendant. The chief points in the petition are that the defendant "in the presence and hearing of divers persons, falsely and maliciously spoke and published of and concerning the plaintiff and his profession and business, and integrity, professional standing, and behaviour as aforesaid, false, scandalous, malicious and defamatory words, whereby he is greatly injured in his standing, reputation, credit and circumstances." Judge Wilfley and Mr. Brooks went on to America by the same steamer and they, it is reported, will appear before Mr. Eliza Root, in company with Mr. Lorin Andrews.

A Liverpool correspondent says that the progress made by the Canadian Pacific Railway Company since entering the North Atlantic passenger trade a few years ago has been so great that Mr. Arthur Piers, the general manager of the steamship line, who has hitherto been resident at Montreal, has now permanently settled in Liverpool. Not only the present great shipping interests of the company on this side of the Atlantic but also the contemplated developments of the fleet have led to this significant departure. Two new steamers of the Empress type, which have proved paying boats, are to be constructed, and these when completed will be run between Liverpool and the Dominion, the intention being to transfer the "Empress of Britain" and "Empress of Ireland" to the Pacific service. In the two oceans and other trades the Canadian Pacific Railway now has upwards of 70 craft.

This evening at the Union Church Literary Club a lecture will be delivered by Mr. W. H. Williams on "The Origin of the Drama." There will be illustrations from Old Times Plays staged by Boys of the Victoria School. Two scenes from the "Midsummer Night's Dream" will be represented and the parts sustained by the following:

G. Hobbs (Bottom & Pyramus)
F. Hobbs (Quince)
M. Silverstone (Flute & Thisby)
J. Whitcomb (Snout & Wall)
J. Gils (Starveling & Moonshine)
G. Baker (Sung & Lion)
G. Stokes (Scene Shifter).

This lecture should prove of exceptional interest and is open to the public. It is particularly requested by the Committee that members and their friends attending will be punctual. The chair will be taken at 8 p.m. sharp.

According to the "Buck Advertiser," a farmer has found out that by planting onions and potatoes in the same field in alternate rows the onions become so strong that they bring tears to the eyes of the potatoes in such quantities that the roots are kept moist, and a large crop is raised in spite of drought. This is worth knowing.

We regret to hear that Sir Henry Norman is suffering from pneumonia. For some time he was assistant editor of the "Daily Chronicle," but resigned the position in order to have more time for literature and politics. He has been an extraordinary traveller, and has explored the greater portion of both the Nearer and the Farther East. His "Real Japan" is a very remarkable account of that country and its people.

SUICIDE IN JAIL.

PRISONER AWAITING EXTRADITION HANGS HIMSELF.

At the Magistracy yesterday afternoon before Mr. H. H. J. Gompertz, sitting as coroner, and Messrs. F. O. Day, U. Barretto and C. Petersen, jurors, an inquiry was held into the circumstances of the death of Ho Yue, whose extradition has been applied for by the Chinese Authorities on a charge of armed robbery. The deceased was on remand in police custody pending the arrival of witnesses from China. Yesterday morning his dead body was found hanging by a cord from one of the bars of the window of his cell. Another native, who was charged jointly with the defendant, also attempted to commit suicide, but was unsuccessful.

Mr. E. J. Pierpoint, the principal warder of Victoria Jail, was the first witness called. He said deceased was received into prison on November 21st. As a remand prisoner he was allowed to wear his own clothes, and food was supplied him by friends outside. He showed no indications of violence which would lead to the supposition that suicide was contemplated. As a prisoner in the remand cell he was visited every fifteen minutes by the officer on duty.

A jurymen asked how it was possible for deceased to have made a rope without being noticed?—By lying on his bed and working underneath the blanket.

How long would you think it took him to weave the edgings of the blanket into a rope? About four or five hours.

An Indian jail guard gave evidence as to finding deceased's body suspended from a window bar with a rope round the neck.

Warder Macleod said he was informed of the suicide by an Indian jail guard. On going to the cell he found deceased hanging by a rope from a window bar. His mouth and nose were stuffed with cotton wool. The body was cut down, artificial respiration resorted to, and continued until the arrival of the doctor.

Mr. Gompertz—Can you say where he got the cotton wool from?—From the lining of his templet.

And the rope?—It was made from pieces of blanket and twine removed from his mat.

Dr. W. B. A. Moore, medical officer of the Jail, testified to making a postmortem examination of the body. In his opinion death was due to asphyxia.

Mr. Pierpoint, recalled, was asked whether in his opinion prisoners awaiting extradition to China were more prone to commit suicide than other people. He replied that they were very much so.

The jury found that death was due to suicide, caused by hanging.

NEW H.A.L. STEAMER.

A new steamer for the Hamburg Amerika Linie arrived in port yesterday, and leaves today for the North. She is called the "Sikang," and was built by Messrs. Kock of Labock specially for the Yangtze passenger trade. She is to be engaged on the run between Taku, Shanghai and Kiachan, and is replete with all the necessities a ship requires on the eastern run. The "Sikang" is fitted with machinery and steering gear of the latest pattern. She is lighted throughout with electricity, and fitted with steam pipes which will be no less easy in the colder climate of the north at this time of year. The cabins are roomy and double berthed, and throughout, in the fitting of the vessel, it may be said that the comfort of passengers has always been kept in view. Captain Habal and Chief Officer Borghols speak very highly of their latest steamer, whose behaviour in rough weather pleased them immensely.

The "Sikang" is a vessel of 1200 tons net registered tonnage. She has a length of 299 feet, a breadth of 45 feet, and a draught, when heavily laden, of 16.5 feet. Her engines are of 1200 horse power, and her speed on the trip from Hamburg registered 14 knots an hour. She can carry 2200 tons of cargo and has accommodation for 26 first and eight second class passengers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 15th at 11.45 a.m.—The barometer has risen moderately over E. Japan and Central China, and fallen slightly over S.W. Japan and the Loochoos.

An area of high pressure lies over China to the North of the Upper Yangtze, and a shallow depression is situated over S.W. Japan.

Fresh monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood E to N, winds mod to fresh, cloudy, windy.
Formosa Channel N.E. winds, fresh.
South coast of China between Hongkong and Lamooka Same as No. 1.
South coast of China between Hongkong and Hainan Same as No. 1.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THIRD TEST MATCH.

LONDON, January 15th.

The Australians are all out in the second innings for 506, of which H. compiled 160 and Hartigan 116. England's score is 128 for the loss of four wickets.

JAPAN POLITICS.

Tokyo, January 15th.

Late on Tuesday night a partial reconstruction of the Cabinet was effected. Dr. Baron Sakatani, Minister of Finance, and Mr. I. Yamagata (heir of Prince Yamagata), as Minister of Communications, have been relieved, while Mr. K. Hara (Home Affairs) and Mr. M. Matsuda (Justice) are substituted, retaining their original portfolios.

The ministerial crisis arose out of difficulties relating to the Railway estimates, and had nothing to do with the international question of immigration, though critics are pointing out that Cabinet changes at the present juncture must be unfortunate.

The Elder Statesmen disapproved of Mr. Yamagata's heavy railway estimates, which were supported by Baron Sakatani.

If the Seiyukai can produce as able a Minister of Finance as Baron Sakatani has proved himself, it will have reason for congratulation.—Ed.]

SINGAPORE SHIPPING SENSATION.

SINGAPORE, January 15th.

The "Straits Times" publishes a statement that one of the leading British firms has seceded from the Shipping Conference, giving notice that its co-operation is to cease on July 1st.

EXPANSION OF JAPAN.

Further inquiry has done nothing to weaken the apprehensions expressed some days ago by the Chairman of the P. and O. Company as to the effect of Japanese competition. On nearly all the great trade routes of the East, the Japanese are competing successfully for the carrying trade, not only with ourselves, but with the extremely economical Germans. In this, as in so many other branches of commerce, the White Man with the Yellow Money finds it impossible to hold his own against the Yellow Man with the White Money, and it must frankly be admitted that there seems very little prospect of any improvement in his chance. At one leap Japan has sprung into the position of a Great Power, and the stimulus of a successful war has acted upon every part of the national life. Her traders, from the merchant to the coolie, are no longer obsessed with a sense of the essential predominance of the Caucasian race, and are free to develop all their latent capacities. They are almost as enterprising and quite as intelligent as their compatriots among the Whites, and they can live in comparative comfort under conditions which would be starvation to the latter. With low wages and practically no labour difficulty, it is almost a certainty that they can, if they choose, command every year an increasing proportion of the world's trade in the Far East and over the shores and islands of the Pacific. The vast market of China lies at their very door, and they are resolved not only to command but to control it. Free Trade fallacies have not the smallest influence upon them, and they are at perfect liberty to use to the utmost every advantage they can secure. We are just beginning to understand what that means. Later on we shall know it even better.—Globe.

VIOLENT SCENE IN THE AUSTRIAN PARLIAMENT.

FURNITURE THROWN AT THE PRESIDENT.

Vienna, December 16.
The Ruthenian Group in the Reichsrath, which resolved to attempt to obstruct the final adoption of the Ausgleich as a protest against the treatment of Ruthenian students by the University authorities at Lemberg, indulged to-day in a violent demonstration against the President of the Chamber, who overruled the Ruthenian motion that the whole list of interpellation and resolutions should be read word for word before the resumption of the debate on the Ausgleich. While the President was opening the debate, 30 Ruthenians began to shout, blow whistles, and flap their desk lids. The President, nevertheless, refused to interrupt the proceedings. A Ruthenian Deputy, named Herr Baerzyski, then tore off the lid of his desk and threw it with all his might at the President. The heavy lid struck the Slovene Radical Deputy Herr Bankovich on the forehead, causing a large wound and knocking him down. While the wounded man was being carried off the Christian Socialists engaged in a hand-to-hand fight with the Ruthenians, who tried to protect Herr Baerzyski. The President suspended the sitting for half an hour, during which order was gradually restored. The Ruthenian leader presented the excuses of his group to the President, while Herr Baerzyski apologised to his victim. The incident will have the good effect of removing the danger of Ruthenian obstruction to the Ausgleich.

CORRESPONDENCE.

"CHRISTIAN SCIENCE."

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—You said on Tuesday morning that "One of the two gentlemen stated that 'Christian Science' positively cures actual organic diseases; the other stated that it proves the unreality [query: non-existence?] of such ill, and quoted Mrs. Eddy's saying that 'if you admit the presence and possibility of disease, you cannot cure it.'"

You referred to these statements as "apparently" contradictory. Mr. Kingsbury answers in to-day's issue that "there is no contradiction in the statements." What have you to say to that?—Yours truly,

AMUSED.

[Nothing. "Plus de mots inutiles."—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—When one man says "we cure disease," when another man says "there is no such thing as disease," and when a third man tells us that the other two have not contradicted each other, what is the matter with a poor engineer's brains that he cannot survy?—Yours respectfully,

QUARRY BAY.

[Please do not worry. Your brains are all right.—Ed.]

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—I also have a good story for you, which has the additional merit of being new and uncoloured for. A local "Christian Science Teacher" was giving evidence at one of the Hongkong courts this week, and in taking the oath he swore to carefully open the Bible, pick a clean page, and kiss that. As he and his fellow members are understood to have no objection to the Scriptures, it must have been microbes he was afraid of.—Yours truly,

SINN FEIN.

[TO THE EDITOR OF THE "DAILY PRESS."]

Sir,—It seems to me that with your devotion to pure reason you are being guilty of the same fault as your friends the enemy, that of "over emphasising a half truth." There are things in heaven and earth that are dreamt of in your philosophy, or pure reason. Is not imagination as inseparable an attribute of "human consciousness" as reason? Reason is not always trustworthy. If you stand in Pedder Street facing the Clock Tower and move the skin at the corner of your left eye with your finger, you can actually see the Hongkong Hotel dance. Also, if a marine engine of say 8 h.p. makes a small launch go at 7 knots speed, reason tells you that an engine of 16 h.p. would make the same boat go at 14 knots, which is not so. You cannot prove that "Christian Science" is an error.—Yours truly,

LONG FUNNEL.

[Reason tells that the Hongkong Hotel stands still (or, at least, most of it) and reason in a marine engineer saves him from such an unreasonable calculation as this one of horsepower and speed. We would not reason that because a man can jump three feet high in three seconds that he could jump twenty yards high in a minute. As for "imagination," what is it? Its highest flights in art have always been empiric. To illustrate crudely, what is called the faculty of imagination has given us angels and dragons. The first are merely a composite picture of a woman, a frog, and a bird; the second are composites of various known animals. The mermaid also is not a "product" of imagination, but a patchwork of inadequate reasoning, like "Christian Science."—Ed.]

INADMISSIBLE.

We have to thank Mr. C. V. Lloyd for a long and very interesting letter, which was written before our warning against impolite references to the Founder of "Christian Science" was published. We regret that his time in this instance has been wasted, and hope he will understand our sorrows. We are trying hard to "play the game." In his letter Mr. Lloyd quotes Mark Twain's apothegm that "the absurdity of the human race can't swallow ham" yet been invented.

Four other letters, merely repeating what has been said already against the cult, are also withheld.

HUMAN "APE."

The population in the neighbourhood of the forest of Soignes have been living in a state of fear owing to the appearance in the forest of an unknown animal, which was reported to be of gigantic stature. An expedition to hunt the creature was organised, the Brussels correspondent of the "Express" states, and the members of the party secured themselves in a part of the forest where it had frequently been seen. After waiting for several hours they saw a man with flowing dishevelled hair and a long matted beard. He was almost naked, and jumped from branch to branch like a monkey. The hunters tried to seize him, but he got away in the depths of the thicket, and could not be found. Recently the man was captured by a crowd of villagers, who suddenly surrounded him. He was covered with short hair, and looked exactly like an orang outang. He shrieked when captured, but made no attempt to reply to the questions put to him. He was offered some bread, which he ate greedily. It was noticed that he wore round his neck a chain, to which was attached a medal, bearing the word "Mygron." The police discovered that this was the name of a Norwegian barque which was wrecked on the French coast in 1895. No survivor was found at the time, and it was at once conjectured that the man had escaped from the wreck and had become insane. Baron Gyssels, the Norwegian philanthropist, heard of the case, and supplied funds to have the captive sent back to Norway. The man was taken aboard a Norwegian ship at Antwerp, the captain of which addressed him in Norwegian. He was seized with violent emotion, and fell on the deck in a fit. When he recovered he was able to answer the captain's questions sensibly. He was one of the Mygron's crew, and had lived in the forests of France and Belgium for the last twelve years.

SUPREME COURT.

Wednesday, January 15th.

IN APPELLATE JURISDICTION.
BEFORE THE FULL COURT.

LI CHI-CHIN'S APPEALS.

In the matter of Li Chi-chin, appellant, and Leung Shun-hing and another, respondents. Mr. M. W. Slade, instructed by Mr. J. H. Gardiner (of Messrs. Brutton and Hott) appeared for the appellant, and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. R. A. Harding, and by Mr. F. X. d'Almeida e Castro (of Messrs. Almeida and Smith) for the respondents.

Mr. Slade stated that leave had been given to appeal to the Full Court from a decision of Mr. Justice Wise in Summary Jurisdiction in which he decided on the evidence then before him that the appellant was partner in the T. K. Li Lung firm with a man named Lau Hing-pong. In the Court below Lau Hing-pong admitted being a partner in the firm, and judging from his Lordship's notes, gave his evidence in a decidedly unsatisfactory manner. He produced a series of books, which he said were the books of his firm and in which Li Chi-chin's name appeared again and again as "Li Chi-chin, partner." The summary case was one for a small sum only, and had to be heard quickly. Although Li Chi-chin denied he was a partner, and said he had never had anything to do with this firm, yet his Lordship could do nothing but say: Here are the books, you have not proved them to be forgeries, and judgment accordingly. That judgment was followed by a series of judgments amounting in all to about \$24,000. The issue therefore as to whether or not this man was a partner was of very serious moment to him, and Counsel proposed first of all to refer to the evidence given in the Court below. Then he would ask leave to call fresh evidence as to the books.

The Chief Justice—Were the judgments in any of the cases given by consent?

The Puisne Judge—I cannot say they were given by consent, but in all the cases in which judgment was given execution was stayed pending the appeal.

The Chief Justice—Why I asked the question was this: there may be technical difficulties in the way with regard to the appeal, but it may be possible to re-try the case as an original action.

Mr. Slade—That would be difficult without the consent of the plaintiffs.

Mr. Pollock—They are all summary claims.

Mr. Slade—Assuming your Lordship's judgment in our favour. The course taken would be to apply to the plaintiffs and ask them to consent to judgment being given against them. If they did not, we could then apply under the powers the Court has, for leave to appeal.

The Chief Justice—I think it was understood that this appeal would govern all the other cases.

The Puisne Judge—I intended it to. Mr. Slade—Technical difficulties would be entirely surmounted by an application for leave to appeal, although out of time, owing to the peculiar circumstances of the case.

The Chief Justice—You still might try the question in another action.

Mr. Slade—We are in a much better position on the appeal, and as I have submitted the evidence on which the decision must have rested must have been the books. All the books, some twenty, are in the custody of the Court, and five or six of these were put in as evidence in the Court below. The first thing that strikes one on examination of these books is that the whole lot are written in the same handwriting. On going into the contents of the books it will be seen that on Jan 29th, a few days before the firm failed, Lau Hing-pong issued 13 promissory notes to various people for a very large sum of money.

Mr. Pollock—I think I must take this point. My friend is not entitled to go into any matter of fresh evidence. The only way he would be entitled to go into fresh evidence would be by formal notice of motion filed, and supported by an affidavit. The Court cannot take cognizance of any other entries in the books than those previously referred to.

The Puisne Judge—All the entries could not have been referred to before me in the chief case. I should imagine some would refer to cases in which I have given judgment since.

The Chief Justice—The Court can look at the books and draw its own conclusions.

Mr. Pollock—The Court cannot look at them to say whether they do, or do not, contain certain entries, because the Court would have to have the evidence of some translator to say what those additional entries in the books referred to.

The Chief Justice—Cannot the Court make use of its own officers?

Mr. Pollock—I submit not, my Lord. Supposing the Court through its officers found certain entries, and upon the strength of those entries gave judgment one way or the other; I don't think that could possibly be the correct method of procedure.

The Chief Justice—What puzzles me is the distinction between the fresh argument and the fresh evidence.

Mr. Pollock—The fresh argument would be upon the evidence already given; but fresh evidence is the introduction of new facts to form the foundation for still further arguments which could not have been made upon the evidence as it was taken in the Court below.

The Chief Justice—The ground on which I gave my assent for leave to appeal, was undoubtedly that further evidence would be given.

Mr. Pollock—Has your Lordship decided in absence that fresh evidence shall be admitted?

The Chief Justice—That was the ground; I could not do anything else. It may be necessary to put the thing in more strict shape.

Mr. Pollock—Your Lordship asked Dr. Ho Kai if he wanted a new trial in the matter, and he said he did not.

The Chief Justice—That was at the very beginning; there was some technical objection at the outset.

Mr. Slade—The position with regard to appeals in the summary court is not regulated by the Code, but by the Summary Jurisdiction Ordinance of 1873. I understood that your Lordships would hear what fresh evidence there was to be heard, and allow witnesses to be called, if necessary.

The Puisne Judge—There was an offer made, which you did not accept, to rehear the case then and there.

Mr. Slade—Yes, but we were not then ready with our evidence.

The Puisne Judge—I don't mean on the same day. An offer was made that a different judge should rehear the case.

Mr. Slade—I understood there was a technical objection with regard to that. I do not see how that could be done, as an appeal must be by the Ordinance, and to the Full Court.

The Chief Justice—The question is whether there ought to be some special application to the Court to allow fresh evidence to be called.

Mr. Pollock—There must be an application, and that must be supported by an affidavit to express the nature of the evidence.

The Chief Justice—What has been the previous practice?

Mr. Pollock could not cite a similar case.

The Chief Justice—Then we must settle what the practice is going to be.

Mr. Slade—The respondents will get the same protection as if the case was coming on for hearing before the Court for the first time. They have the advantage that instead of the onus of proof being on them it is on us. We are prepared to show conclusively that these books are forgeries from beginning to end, of a most outrageous description. The other side want to keep us to the evidence we could have collected in seven days. They want to shut out evidence.

The Chief Justice—This is an *ex parte* application for leave to appeal. I should have thought there would have been some further application to the Court for definite leave to produce evidence.

Mr. Slade—Your Lordship could have ordered that.

The Chief Justice—It seems to me that the party who wants a rehearing should give the Court some notion of what this new evidence is before we plunge into a rehearing. I have no case before me present that would induce me to grant a rehearing.

Mr. Slade—What I was submitting is this: Dr. Ho Kai stated we wanted a rehearing.

The Chief Justice—No grounds were given.

Mr. Slade—We want to present the case more fully than in the Court below.

The Chief Justice—But if we hear the defendants we will have to hear the plaintiff's case again.

Mr. Slade—I do not necessarily mean that you have got to go through the whole thing from beginning to end.

The Chief Justice—We must settle the practice now.

Mr. Pollock—I think your Lordships will find that the practice has been to give some notice to the other side.

The Chief Justice—I think we see our way clearly to make a very definite practice. An application for leave to appeal is made *ex parte*, then, when a case comes on as it comes on now, a case has to be presented to the Court which will enable the Court to exercise its discretion. Discretion as in section 35 either to deal with the case solely on the evidence originally taken, or to re-examine any witness originally examined, or admit further evidence or try the case *de novo*. Then, when any evidence is presented by the appellants, the Court decides what practice it shall adopt in the future. So that what we have got to do now is to hear the case Mr. Slade has got to put forward, on which we shall decide what course we shall take at the next hearing. You will get notice whether we will try the case *de novo*, take fresh evidence, or re-examine the witnesses.

Mr. Pollock—Do your Lordships hold that is the correct procedure; without any affidavit being on the file?

The Chief Justice—We don't think any affidavits are necessary. We will decide what form the case shall take hereafter.

Mr. Slade—I am prepared to prove that the whole of these books from beginning to end are in the same handwriting, and it is apparent on the face of them that they were written out in large blocks at one sitting.

The Chief Justice—How many books are there?

Mr. Slade—Over twenty. Proceeding, Counsel referred their Lordships to various entries which threw a strong suspicion on the genuineness of the books. First of all, wherever Li Chi-chin's name appears, it was always put down as "Li Chi-chin, partner," and so was his wife's. These books were not written in that way for home consumption only. Obviously those entries were put in for a purpose; they were not mere bookkeeping, or put there for the information of the firm. Counsel would show that on June 29th, a few days before the firm closed, eighteen promissory notes were issued on demand on the face of the book, purporting to be renewals. In several instances items in the books were not correct, and transactions said to have taken place never took place. Mr. Slade would prove from the mouth of an expert accountant who had been through the books and balanced them, that they were incorrect. The balance was shown on the face of the books as \$1,500; as a matter of fact, adding it up, it came to \$350. There was a curious entry in the books which showed that \$3000 had been paid by Li Chi-chin as capital on a certain date. Fifteen days later he was shown to have received interest on that money. The next point he wished to raise was that the handwriting on the covers of the books was not the same as the writing inside.

The man who wrote the covers of the books, and who refused to write the inside, would be called. He was taken to a house by Lau Hing-pong, where he found two sets of books, one old and one new. When asked to write on the covers of the new books in the same way as the writing on the old, he wished to know why they were so particular, and was informed that the new set of books was for the inspectors of the Court (Sanitary Commissioners). Then he was asked to draw out a partnership agreement between Lau Hing-pong and Li Chi-chin but refused to do so unless he got instructions from Li Chi-chin. He was again sent for a few days before the case came on for hearing in the Summary Court, and asked to re-write the covers of two books which had been spoiled, and he would describe what steps Lau Hing-pong took to make these new books look old.

Their Lordships decided that the case should be tried *de novo* on a date to be fixed by the Court.

MARINE MAGISTRATE'S COURT.

Wednesday, January 15th.

BEFORE HON. COMMISSIONER BART R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

A HARBOUR COLLISION.

An inquiry was held concerning a collision which occurred between the steam launches "Yau Fat" and "Yew Sang" in the harbour on the 10th inst.

Ching Yang-fat, the coxswain of the "Yew Sang," said that shortly after seven o'clock on the morning in question he was steaming from Cap-sui-moon to Tai Lam Chung. The "Yau Fat" was following him. When nearing Tai Lam Chung the "Yau Fat" overtook him and collided. He did not alter his speed or his course before the collision. After the collision he was full speed ahead.

His Worship—Which launch left Cap-sui-moon first?

Witness—Mine did; five minutes before the "Yau Fat."

Tsui Cho, master of a cargo-boat, said that his boat was being towed by the "Yew Sang" on the morning of the collision. The "Yau Fat" came up from astern and collided with witness's boat.

The owner of the "Yew Sang," who was in Court, was called. He said the "Yau Fat" was the bigger and faster launch and could have overtaken the "Yew Sang."

His Worship said that this was possible. The "Yew Sang," it was true, was bigger by some six feet, but had not the hold on the water the other launch had.

The "Yew Sang's" owner said the coxswain of the "Yau Fat" was formerly in his employ, but had been discharged for colliding with a fishing junk some eight months ago. The books of the Harbour Office did not show this, however. It showed that the coxswain was "discharged by mutual consent."

His Worship—Why did you not report the matter at the time?

The owner replied that he did not want to do the coxswain any harm.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

His Worship (addressing both coxswains) said one of them was not speaking the truth, and it was difficult to find out who was at fault in that respect. The witnesses called by both sides—the cargo boat people—had been carefully coached. He warned the coxswains to be more careful in future.

HONGKONG FOOTBALL
CHALLENGE SHIELD 1908.

1st ROUND.

A. H.M.S. "Tamar" v. C. Coy. Cameron Highlanders.
B. A. Coy. Cameron Highlanders v. Hongkong F.C.
C. F. Coy. Cameron Highlanders v. H.M.S. "Waterwitch."

D. H.M.S. "Kent" v. H.M.S. "Bedford."
H.M.S. "King Alfred" v. C. Coy. Middlesex Regt.
F. C. Coy. Middlesex Regt. v. C. Coy. Cameron Highlanders.
D. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
G. Coy. Cameron Highlanders v. H. Coy. Cameron Highlanders.
H. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
I. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
J. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

K. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
L. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
M. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
N. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
O. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
P. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

Q. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
R. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
S. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
T. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
U. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
V. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

W. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
X. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
Y. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
Z. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AA. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AB. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AC. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AD. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AE. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AF. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AG. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AH. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AI. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AJ. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AK. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AL. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AM. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AN. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AO. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AP. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AQ. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AR. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AS. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AT. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AU. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AV. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AW. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AX. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

AY. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
AZ. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.

BA. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
BB. C. Coy. Cameron Highlanders v. C. Coy. Cameron Highlanders.
BC. C. Coy. Cameron Highlanders v.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Colon: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE interest and responsibility of the late CHAN HUNG SYEK 陳衡石 and of the late YAU KAI MEE 游介眉 in the Firm of HIMLY & CO. having ceased on the 31st December, 1907, Mr. CHAN CHEW 陳樸 has been admitted a PARTNER as from the 1st day of January, 1908.

HIMLY & CO.

Hongkong, 15th January, 1908. 205

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, AND STRAITS.

THE Steamship

"FLINTSHIRE"

Capt. G. C. Cundy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 15th January, 1908. 207

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SIKIANG"

Captain Habel, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 1st inst., at 3 P.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 1st inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 15th January, 1908. 204

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 15th inst., at Noon.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 15th January, 1908. 5

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon and West Point Godowns, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 15th January, 1908. 5

NEW ADVERTISEMENT

BEKANNTMACHUNG.

M. Heiligen Handelsregister, Abteilung A, No. 5, ist heute d. Firma FRIEDRICH WANDRES mit dem Sitz in Swatow als deren alleiniger Inhaber der Kaufmann FRIEDRICH WANDRES eingetragen.

Hongkong: 中遠洋行 (HONG YUAN YANG HANG)

Die Firma hat ihre Geschäfte mit dem 1. Januar 1908 begonnen.

KAISERLICH DEUTSCHES KONSULAT.

Swatow, den 13. Januar 1908. 203

AUCTIONS

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, TO-MORROW (FRIDAY) the 17th January 1908, at 3 P.M. on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOMS AND MATSHEDS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure. Terms—Cash.

For Plan and Conditions of Sale, apply to HUGHES & HOUGH, Government Auctioneers.

Hongkong, 14th January, 1908. 193

BY DIRECTION OF THE REGISTRAR OF THE SUPREME COURT.

MESSRS HUGHES & HOUGH, Government Auctioneers, have instructions to sell by Public Auction, On FRIDAY, the 24th January, 1908, at 12 noon, at their Auction Rooms in Ice House Street

IN TWO LOTS THE ONE EQUAL UNDIVIDED TWENTY-FIFTH SHARE IN THE LEASEHOLD PROPERTY, known and registered in the Land Office as Kowloon Island Lot No. 1143, and a \$300 SHARE

IN THE KWONG YIK LOONG CIGAR SHOP of No. 207, Queen's Road Central. Particulars and Conditions of Sale may be obtained from the Registrar of the Supreme Court and from the Auctioneers.

DEACON, LOCKER & DEACON, Hongkong, 14th January, 1908. 198

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE SEVENTH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.15 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from TUESDAY, the 21st January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Secretary.

Hongkong, 15th January, 1908. 203

THE WEST POINT BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN THAT THE TWENTIETH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 11.30 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from MONDAY, the 20th January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., General Agents, for the WEST POINT BUILDING CO., LIMITED.

Hongkong, 10th January, 1908. 183

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

NOTICE IS HEREBY GIVEN THAT THE TWENTIETH ORDINARY MEETING of Shareholders in this Company will be held at the Company's Office, Victoria Buildings, on TUESDAY, the 28th January, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1907.

The Register of Shares of the Company will be CLOSED from FRIDAY, the 17th January to TUESDAY, the 28th January (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 10th January, 1908. 184

A LECTURE

ON CHRISTIAN SCIENCE

BY FRANCIS J. FIUNO, M.D., C.S.D.

Member of the Christian Science Board of Lectureship.

AT THE THEATRE ROYAL

ON THURSDAY, JANUARY 23rd, at 5.30 P.M.

Doors open at 5 P.M.

The Lecturer will be introduced by Hon. Mr. H. E. POLLOCK, K.C.

All are cordially invited to attend.

Admission Free.

Hongkong, 10th January, 1908. 177

WANTED

WORK WANTED.

ENGLISHMAN desires EVENING EMPLOYMENT. Books written up and balanced; any Secretarial Work undertaken. Competent shorthand Writer and Typist; moderate remuneration.

"LEX," Apply to—Care of "Daily Press" Office.

Hongkong, 14th January, 1908. 195

HONGKONG CLUB.

NOTICE.

THE Post of COMPRADORE to the above Club, becomes vacant on the 31st March, 1908. Applications to fill the same will be received by the undersigned up to the 31st January, 1908.

C. H. GRACE, Secretary.

Hongkong, 9th January, 1908. 172

WANTED A COMPRADORE.

A Mercantile Firm require the Services of a Good COMPRADORE. A first class man with reasonable securities will be liberally dealt with. Address in confidence—"COMPRADORE," Care of "Daily Press" Office.

Hongkong, 7th January, 1908. 160

WANTED.

ON THE UPPER LEVELS.

COMFORTABLY FURNISHED BED AND SITTING ROOM, with Bathroom and Bath, and a Kitchen.

E. G., Apply—Care of "Daily Press" Office.

Hongkong, 6th January, 1908. 153

TO LET.

TO LET.

FIRST Class European House, Eochel Terrace and Humphreys Avenue, Kowloon.

Apply to—HEWAN & CO., Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 94

OCCIDENTAL HOTEL.

ROOMS TO LET. Well and Comfortably Furnished, with separate Kitchens and Bath for each set of Rooms. Good accommodation. Gas, Electric and Water laid on. Rent very moderate.

Apply to—H. BUTTONGEE & SON, 3, D'Almeida Street, or 45, Elgin Road, Kowloon.

Hongkong, 16th January 1908. 202

TO LET.

TO LET.

NO. 2, MACDONNELL ROAD. Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3-4 June, 1905. 158

TO LET—ON SHAMSEEN.

LARGE ROOMED HOUSE in best locality facing the Band. Apply—X. Y. Z., German Post Office, Canton.

Hongkong, 7th January, 1908. 161

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings. Apply to—REUTER, BROECKELMANN & CO., Hongkong, 9th December, 1907. 102

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental. Apply to—SPANISH PROCURATION.

Hongkong, 18th October, 1907. 97

TO LET.

NO. 59, CAINE ROAD. Nos. 27 and 31, SEYMOUR ROAD. Apply to—SAM WANG CO., LTD., 81, Queen's Road Central.

Hongkong, 27th November, 1907. 93

TO LET.

AUCTION ROOMS, No. 2, Zetland Street. No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road.

Hongkong, 7th January, 1908. 87

TO LET.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, ROBINSON ROAD. Apply to—F. X. D'ALMADA & CASTRO, 31, Queen's Road Central.

Hongkong, 3rd December, 1907. 100

TO LET.

LARGE ROOM on first floor of No. 16, DES VEAUX ROAD. Apply to—FERD. BORNEMANN, No. 16, Des Vaux Road Central.

Hongkong, 4th January, 1908. 144

TO LET.

NEW AND COMMODIOUS SHOP in Des Vaux Road Central, moderate rental. FLATS in Des Vaux Road Central. No. 14, SALISBURY AVENUE, Kowloon. No. 2, GRANVILLE AVENUE, Kowloon. No. 3, EAST TERRACE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD.

Hongkong, 27th November, 1907. 117

TO LET.

A HOUSE in KNOTSFORD TERRACE KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st January, 1908. 185

TO LET.

NO. 11, SEYMOUR ROAD. Apply to—THE COMPRADORE DEPT., JARDINE, MATHESON & Co., LTD., Connaught Road Central.

Hongkong, 12th December, 1907. 105

TO LET.

"EGGSHED" (Furnished) No. 114, Peak. Contains 6 ROOMS. No. 7, WINDHAM STREET. "GLENWOOD" CAFE, ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Room. No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 1, ALBANY, Newly Painted, Repaired and Colourwashed. No. 8, DES VEAUX VILLAS (Peak). No. 2, BEACONSFIELD ARCADE. No. 57, PRATA GRANDE, Macao.

Apply to—LINDSEY & DAVIS, 8th Floor, Alexandra Building.

Hongkong, 14th January, 1908. 89

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, REDDIE'S HILL. First Floor of No. 6, Queen's Road Central, comprising Six large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERD. BORNEMANN & CO.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 4th January, 1908. 96

TO LET

TO LET.

NO. 11, SEYMOUR ROAD. Apply to—THE COMPRADORE DEPT., JARDINE, MATHESON & Co., LTD., Connaught Road Central.

Hongkong, 12th December, 1907. 105

TO LET.

"EGGSHED" (Furnished) No. 114, Peak. Contains 6 ROOMS. No. 7, WINDHAM STREET. "GLENWOOD" CAFE, ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Room. No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldwell MacGregor). OFFICES in Queen's Road Central. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

No. 1, ALBANY, Newly Painted, Repaired and Colourwashed. No. 8, DES VEAUX VILLAS (Peak). No. 2, BEACONSFIELD ARCADE. No. 57, PRATA GRANDE, Macao.

Apply to—LINDSEY & DAVIS, 8th Floor, Alexandra Building.

Hongkong, 14th January, 1908. 89

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply—SECRETARY, A. S. WATSON & Co., Limited.

Hongkong, 23rd April, 1907. 91

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

No. 7, REDDIE'S HILL. First Floor of No. 6, Queen's Road Central, comprising Six large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERD. BORNEMANN & CO.

Apply to—DAVID SASSOON & Co., Ltd.

Hongkong, 4th January, 1908. 96

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. "HATHORLEIGH" Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 168, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MORRISON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

Hongkong, 1st January, 1908. 85

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number. Kitchen, pantry, bathroom, servants quarters, etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—YEE SANG FAT & CO., Same Address.

Hongkong, 7th October, 1907. 95

TO LET.

NO. 2, CHANCERY LANE. Furnished or unfurnished 6 ROOMS. Electric Light. "STILLINGFLET" Peak Road. SIX ROOMED HOUSE with Fine View of Harbour.

"HARBORVILLE" Garden Road. SIX ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central.

Hongkong, 4th January, 1908. 146

TO LET.

NO. 5, MORRISON HILL. One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—JARDINE, MATHESON & Co., LTD.

Hongkong, 21st October, 1907. 93

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS "CLAREMONT" 2 & 4, KENNEDY ROAD.

Hongkong, 9th February, 1907. 1530

TO LET.

SWATOW DRAWN WORK COMPANY. 28, Wellington Street. MANUFACTURERS & WHOLESALE & RETAIL. Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWEE WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October, 1907. 1685

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 35 Years FROM 1874 TO 1908.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

TO LET.

THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL ... \$1,500,000. SUBSCRIBED ... 1,125,000. PAID-UP ... 562,500. RESERVE FUND ... 170,000.

INTEREST allowed on Current Accounts at the rate of 3 per cent. per annum on the Daily balance.

ON FIXED DEPOSITS: For 12 months ... 4 per cent. For 6 months ... 3 1/2 per cent. For 3 months ... 3 per cent. For 1 month ... 2 1/2 per cent.

EVAN ORMISTON, Manager.

Hongkong, 30th April, 1907. 28

THE YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP ... Yen 34,000,000. RESERVE FUNDS ... 15,500,000. BRANCHES AND AGENTS: Tokyo, Kobe, Osaka, London, San Francisco, Honolulu, New York, Shanghai, Hankow, Bombay, Tientsin, Peking, Port Arthur, Nanchang, Lianyung, Mukden, Chang Chun.

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5 1/2 per annum. " " " 6 " " 4 1/2 " " " " " 3 " " 3 1/2 " " " " " 1 " " 2 1/2 " " " " " 1/2 " " 1 1/2 " " " " " 1/4 " " 1/4 " " " " " 1/8 " " 1/8 " " " " " 1/16 " " 1/16 " " " " " 1/32 " " 1/32 " " " " " 1/64 " " 1/64 " " " " " 1/128 " " 1/128 " " " " " 1/256 " " 1/256 " " " " " 1/512 " " 1/512 " " " " " 1/1024 " " 1/1024 " " " " " 1/2048 " " 1/2048 " " " " " 1/4096 " " 1/4096 " " " " " 1/8192 " " 1/8192 " " " " " 1/16384 " " 1/16384 " " " " " 1/32768 " " 1/32768 " " " " " 1/65536 " " 1/65536 " " " " " 1/131072 " " 1/131072 " " " " " 1/262144 " " 1/262144 " " " " " 1/524288 " " 1/524288 " " " " " 1/1048576 " " 1/1048576 " " " " " 1/2097152 " " 1/2097152 " " " " " 1/4194304 " " 1/4194304 " " " " " 1/8388608 " " 1/8388608 " " " " " 1/16777216 " " 1/16777216 " " " " " 1/33554432 " " 1/33554432 " " " " " 1/67108864 " " 1/67108864 " " " " " 1/134217728 " " 1/134217728 " " " " " 1/268435456 " " 1/268435456 " " " " " 1/536870912 " " 1/536870912 " " " " " 1/1073741824 " " 1/1073741824 " " " " " 1/2147483648 " " 1/2147483648 " " " " " 1/4294967296 " " 1/4294967296 " " " " " 1/8589934592 " " 1/8589934592 " " " " " 1/171

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1907. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Agents.
Hongkong, 18th August 1906. 23

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31st DECEMBER, 1905: £17,837,119.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 887,500
II. FUND FUNDS, 3,386,720 19 5

THE Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1146

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS, POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY AND PICTURE ALBUMS, Mechanical Animals, Artistic Novelties.

POSTAGE STAMPS in Bags, Packets, etc., &c. and All other Philatelic Goods

CALL AT—GRACA & CO.,
Hongkong Hotel Corridor.
Hongkong, 1st January, 1908. 119

KWONG WOO.
JEWELLER, DEALER IN SILKS, &c.
No. 78, Queen's Road, Central.

BEGGS to inform his Patrons and the General Public that, owing to necessary extension of stock to meet increased business, he will REMOVE to his New and more Spacious Premises at No. 66, QUEEN'S ROAD, CENTRAL, (seven doors East of his present premises) on 3rd January, 1908.

Hongkong, 1st January, 1908. 181

THORNE'S OLD VAT

PER CASE \$14

SCOTCH WHISKY.

SOLE AGENTS IN HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
1763

MARTIN'S APIOL-STEEL PILLS

A French Remedy for all Irritations. Thorne's Pills are of the highest quality, and are the only pills of their kind. They are the only pills of their kind. They are the only pills of their kind.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST, BY CHAS. J. HALLUMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 451 Pages, and includes a Sketch-Plan of historical interest showing the disposition of the Forces at the battle of Kailin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price \$3.50. To be obtained from Messrs. KELLY & WALSH LTD., Messrs. BREWER & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

ON SALE

THE FIFTY YEARS ANGLIO-CHINESE CALENDAR

日曆英中甲午十五
FROM 1st JANUARY, 1861 TO 31st DECEMBER 1913, BEING FIFTY YEARS OF THE 76th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 3rd YEAR OF TONG CHI TO THE 3rd YEAR OF KWONG CHI.

PRICE 2 CASI. On Sale at the HONGKONG DAILY PRESS Office, or Agents at all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. 1841

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLENCH."
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 23rd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th January, 1908. 130

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "WRAY CASTLE."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 15th Feb., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 13th January, 1908. 193

THE H.A.L. Steamship

"SAXONIA."

Captain Stahl, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 14th January, 1908. 201

MITSU BISHI GOSHIKWAIS J.A.

(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

AIABC 5th Ed. Western Union Code used.

All Letters Addressed:

MANAGER, MITSU BISHI CO.

with name of place under.

BRANCH OFFICES:

NAGASAKI, MOJI, KOBE, KARATSU

SHANGHAI, HONGKONG, & HANKOW.

AGENCY CITIES:

YOKOHAMA, M. ASADA, Esq.

CHUNKIANG: MOSES, GRABING & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Takashima

Oshi, Shianow, Namanta and Kani-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzan Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any order

or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong, 8141

No. 2, Pedder Street.

TO SWAMP THE LORDS.

GOVERNMENT THREAT TO ORATE.

N.V. PRESS.

There was a flood of political oratory last month. The most interesting speech was that of Mr. L. V. Harcourt at Rawtenstall, in which he threatened the creation of a greater number of peers than was ever created at one time before, to swamp the House of Lords.

The following are the principal points from speeches:—
Mr. L. V. Harcourt (at Rawtenstall).—The moment the reforming spirit of Liberalism puts its principles into practice there arises that solid phalanx of prejudice of obstruction and destruction which has its headquarters in the House of Lords.

The situation from a progressive standpoint has become intolerable. Surely the country has suffered long enough under the arrogant pretensions of this unrepresentative assembly.

I can conceive of a possible situation in the future in which, if its resistance is carried to its ultimate point, it may be necessary to advise a far more drastic and extensive creation of peers than has ever before been proposed—a creation designed to secure the certain assent of the House to a renewed expression of the people's will.

Lord Lansdowne (at Glasgow).—The fortunes of the Unionist party, which were at a low ebb in 1905, have at last begun to rise.

We see a great deal of evidence of dissatisfaction and disappointment among our opponents and increasing signs of unanimity and enthusiasm. There are differences of opinion in our ranks but when I contrast them with the differences which prevail in the ranks of our opponents, they are very small.

Mr. Harcourt (at Cambridge).—No doubt social reforms are needed in this country before anything like equality of opportunity can be the rule. It is one thing to come to a remedy for existing evils.

Mr. Austen Chamberlain (at Redditch).—Our military problem is one of the most difficult problems that any nation could have to confront. We have had a great many attempts to solve it. I do not know whether the latest attempt will be successful, but I heartily wish it all success.

Mr. Harcourt (at Glasgow).—The solution of the problem which has baffled many of his predecessors we shall all owe him a debt of gratitude.

Sir W. S. Ross (at Newcastle).—Socialism is expressed in a perfectly intelligible formula. It is this:—The nationalisation of all the means of production, distribution, and exchange. This would do very well in the Garden of Eden, where the population was small but what is suitable to a population of two is not a suitable to a population of 58 to the square mile.

NERVOUSNESS ABOUT THE NAVY.

The state of weakness and of uneasiness for war to which the Navy has since 1906 been reduced is made worse by the accompanying decline of discipline, remarks a London paper. The mutiny at Portsmouth has hardly been forgotten, and yet even now statements are circulated intended to justify or to palliate the recent insubordination of an admiral. The state of the Navy is the greatest symptom of the state of the nation. It is not merely that the national security has dropped below the minimum standard; the risk that war may unexpectedly arise is greatly increased. The secret of success in war, from the point of view of a nation and its Government, is the maintenance of harmony between strategy and policy. It is true that a distinguished statesman, who for several years has been charged of the War Office, declared that to maintain this balance was, in a case in which he was concerned, an impossibility. At any rate, he did not succeed in maintaining it, and the results were painfully evident. The balance between strategy and policy is, however, no great mystery. It merely means that you take good care not to be involved in a dispute in which you will be unable for lack of sufficient forces to carry your point. It is a special case of the business of every housekeeper not to permit expenditures to outgrow revenue. Every nation's policy is, of course, liable to challenge from another nation. In that case the policy to which the other nation objects must either be dropped or the reputation of the other Power must be brought about either a compromise or a war.

The British nation has certain ideas about its rights and their maintenance, and British statesmen as a rule share those ideas. At present the national pride runs high, the word Empire is in everyone's mouth, and public feeling would be deeply aroused by any vote pronounced abroad on any British enterprise on which the people of this country had set their minds. Statesmen no doubt are prudent and cautious. They will never consider an enterprise as an act of policy except in relation to their means for carrying it out. But suppose them to be misinformed as to their means. Such things have happened. It is quite certain that in the autumn of 1899 no member of the Cabinet for a moment dreamed that it might become necessary to employ four hundred thousand men to finish the war which was then about to begin.

Members of the present Government have given an account of what they believe to be the naval force at their disposal. Mr. Robertson, the Parliamentary Secretary for the Admiralty, a few weeks ago emphatically stated the opinion of the Government that the two-Power standard ought to be maintained and his opinion that it was in fact maintained. Lord Trenchard has repeatedly expressed his satisfaction with the state and strength of the Navy. The Government therefore believes that it has a Navy able to confront the Navies of two other Powers, and they will naturally shape their policy according to that belief. But the belief is erroneous. It credits the Navy with being something like twice as strong as measured by the standard of war, it really is. It must be evident that if the Government, as we assert, greatly exaggerates the fighting strength of the Navy it may easily be led into a policy which if put to the test it would not be able to carry through. In the overestimate of the strategic power of the Navy lies a double danger, a snare first for the Government and then for the nation. The Government may at any time find its view on some important matter to differ from those of some foreign Government. The British Government will in such a case have sympathy and support of its own people, and may be disposed to make a firm stand and to argue with the foreign Power. Then will come the Government's close inquiry into its means of action. Upon learning the truth and finding that it has overestimated the strength of the Government will feel it right to draw back and concede the point to the foreign Power. Thereupon the British public will be indignant and humiliated and the Government will lose the nation's confidence. Or there may be a more serious development. While the Government is arguing about its Navy the foreign Government may be doing the same thing. The disparity between the Government's present idea of the Navy's power and the reality will produce disaster to England. There is, moreover, a further probability to be considered. If there were a foreign Government which thought that a

dispute with Great Britain might conceivably arise it would perhaps get its strategists and their subordinates at work to study the British Navy, and to get to know the facts. If that Government thought the British Navy much weaker than the British Government thinks it there would be much more probability of quarrel than the British Government imagines. The question raised by Mr. Harcourt, whether the Navy could be kept at the two-Power standard, a question which few will answer as he does, does not affect our present purpose, which is not to discuss the theoretical standard of naval force for this country, but to call attention to the fact that the standard supposed to be maintained is in fact not maintained.

The matter to which we are calling attention is the most serious possible. It is not a party affair. The present Government took over the Admiralty and its policy from the late Government, and no member of the present Government can be held responsible for the policy of the late Government. But these Englishmen who care for their country's security would be well advised just now to press upon the Government the need for a prompt and full inquiry into the state of the Navy and the probable conditions of a war. The members of the Cabinet are men of keen patriotism and good sense. They have assuredly no intention to let the Navy, for any reason or in any circumstances, fall below the standard of strength and readiness, measured by the standard of war, needed to insure the nation's safety and to maintain the peace. But if they will now take the trouble to go fully into the matter they will find to their astonishment and regret that we have neither exaggerated a jot nor set down aught in malice.

JAPANESE OFFICIALS IN KOREA.

OUTSPOKEN OPINION OF A JAPANESE JOURNAL.

Mr. So Hai-shun, Korean Minister for Agriculture, Commerce and Industry, who, already stated in our columns, accompanied the Korean Crown Prince to Japan, has distinguished himself for outspoken speech since his arrival in this country. We note that the *Ozaka Mainichi* sympathises with him and expressed admiration for his outspokenness. The Korean Minister for Agriculture, Commerce and Industry certainly has not missed matters in the course of his speech. He has made which are delivered in first Japanese. In the first speech he strongly attacked the Japanese police officials in Korea, affirming that they were in the habit of associating with the Korean local officials, who are simply ruffians. The police, he said, obtained bribes by any means, violated women, and perpetrated dastardly outrages. This was Mr. So Hai-shun's way of describing the Japanese police officials in Korea. The *Ozaka Mainichi* regards such outspokenness as an outbreak of right and indignation, which the Minister has patiently suppressed until arriving in Japan, where he has seen something of the Japanese police officials in their own country—men who, as a body are admired by foreigners for their honesty and capabilities. The *Mainichi* learns that the conduct of the police officials is really worse than described by the Korean Minister—and there are other officials who are worse than the police, and they connive at the disgraceful practices complained of. Japanese officials generally go to Korea simply for the purpose of getting better pay. They receive those salaries several times higher than in Japan, and most of them abandon themselves to drink and debauchery. Once having given way to vice, no salary suffices them. It is in the nature of things that such officials, who go to Korea without any sense of duty to their country, should soon descend to such practices as alleged.

Such misconduct may not be found among the higher officials, but our Japanese contemporary makes the frank statement that all the subordinate officials are similarly debased. Men obtaining the insignificant post of revenue clerk with considerable difficulty are sent to Korea as respectable officials under the title of *Zainikuwancho* (Assistant Revenue Officer). No sooner do they arrive in the peninsula than they become "Koreanised" and associate with disreputable local governors, accept bribes, and exact money from the poor people; committing such evil practices more skillfully than the native officials. For this reason, the Koreans never trust these Japanese officials. On the contrary, they fear them as "second tigers," and hate them more than Japanese hate the plague.

To follow Mr. So Hai-shun's reasoning, when older brothers, who ought to treat younger brothers kindly, act in the way that the Japanese do towards their "younger brothers" in Korea, much anxiety must be felt for the future. A certain Minister of Japan, continues the *Mainichi*, who is much concerned in Korean affairs recently observed that if the officials sent to Korea were of higher character and more honest in their dealings, they would succeed much better than the men of greater capacity but less integrity. It may be difficult for men of small ability and talent to achieve much in Korea, where everything is in a state of such confusion; but our *Ozaka* contemporary thinks the best plan would be to induce the higher Japanese officials to correct their ways and set their subordinates a good example, thus guiding the Koreans in the path of civilisation with sincerity and honesty. Thus may the lower officials and, through them, the Korean officials, realise the urgent importance of government free from corruption for the security and progress of the Orient.—*Chronicle*.

DEBATE ON JAPANESE IMMIGRATION.

A debate began in the Canadian House of Commons on a resolution moved by Mr. Ralph Smith, member for Nanaimo, British Columbia, that steps should be taken to restrict the influx of Orientals into Canada, and that, inasmuch as the policy of restriction of Chinese immigration had proved successful, a definite policy should be adopted in regard to all other Orientals. The resolution was aimed at the Japanese.

Mr. Sloan, member for Comox-Allyn, British Columbia, said he agreed with Sir Wilfrid Laurier that the situation so far as Japan was concerned was different, and from the fact that it was different and more difficult was more dangerous, and the remedy must be more drastic.

All the British Columbia members supported the resolution, the debate upon which was still in progress when this mail left.

報新外中港香

CHUNG NGOI SAN PAO

(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China

Lude-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

GOVERNMENT AND MUNICIPAL PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

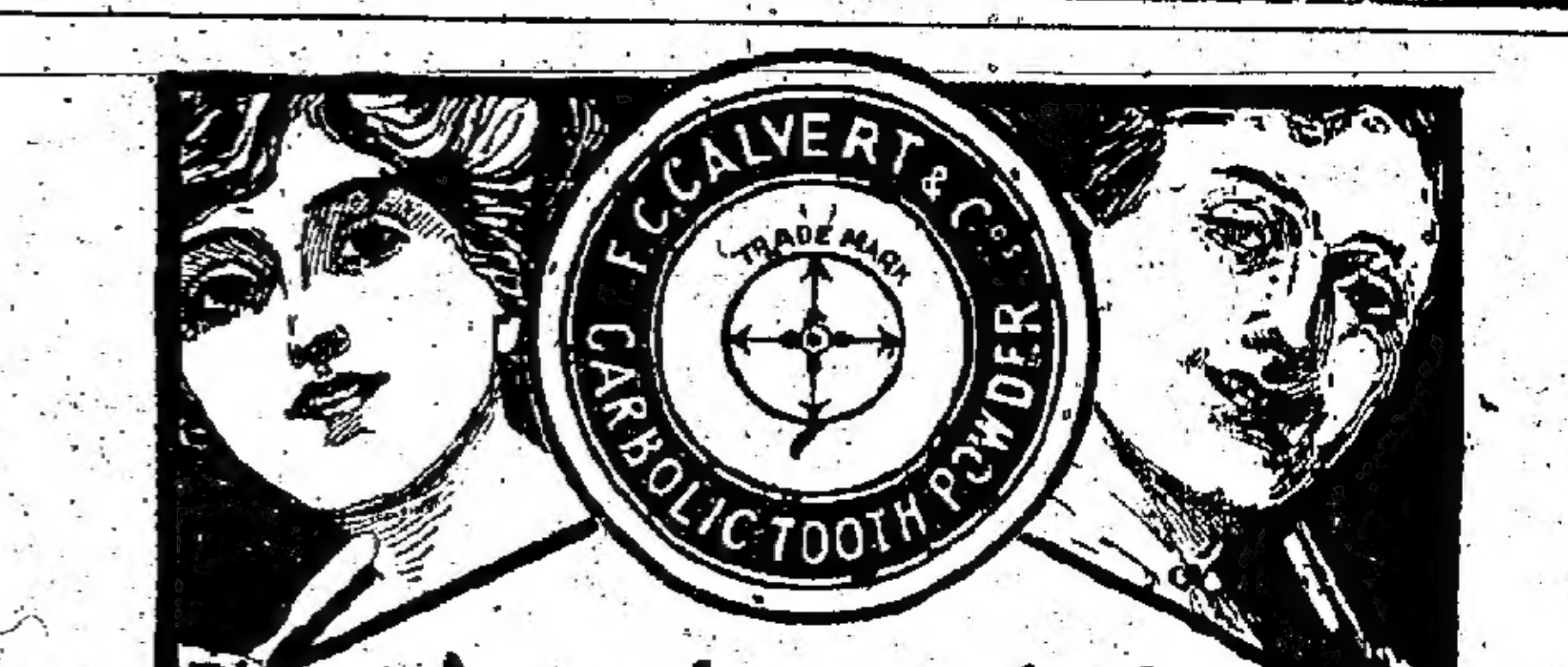
WHAT ARE PREMIUM BONDS? They are high-class and absolutely SAFE SECURITIES, payable to Bearer issued by the various Governments and Municipalities of Europe: they are redeemable at periodical Drawings either with CASH PREMIUMS varying from £40 to £4,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS. Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £30.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GILY & CO., 3, RUE DE LA BOURSE. PARIS (France). 1730

PREMIUM BOND DEALERS.



A good example is set by those who regularly use

CALVERT'S Carbolic Tooth Powder.

They evidently realize both the personal satisfaction and the hygienic importance of brushing their teeth to remove the food particles, etc., which collect on or between them.

Their experience tells them too, how well Calvert's Carbolic Tooth Powder aids the tooth-brush to do its work easily, thoroughly and pleasantly, polishing the enamel, and at the same time antiseptically cleansing wherever it goes. That is why more and more people use it every year.

Sold by local Chemists and Stores, in the well-known tins, also the new glass jar with sprinkler stopper. Made by F. C. Calvert & Co., Manchester, England.

135

"In flavour it is perfect. Pure and well prepared."

British Medical Journal.

van Houten's

The cocoa which is unequalled for high quality, delicious flavour, and economy in use.

A COCOA YOU CAN ENJOY.

748

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Cokes Importers, General Storekeepers and Commission Agents, 35 & 37, King Loong Street, (1st Street West of Central Market.) Telephone No. 515.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

TYPEWRITER.

F. A. V. RIBEIRO.

Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. Lists of the Hongkong Typewriting Bureau, 19, Queen's Road Central (First Floor).

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1800), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

FOR SALE.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$293.00 per annum.

For further particulars, apply to GOLDING & BARLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 106

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 295 at NORTH POINT,

SHIPPING.

ARRIVALS.

AMERICA MARU, Japanese str., 3,460, Philip H. Goins, 15th January—San Francisco 17th Dec. via Port and Shanghai 13th Jan. Mails and General—Toyo Kisen Kaisha. FLINTSHIRE, British str., 2,473, C. C. 15th January—Singapore 7th January, General—Shewan, Tomes & Co. HAITAN, British str., 1,183, J. S. Bonch, 15th January—Fookhow Jan. 12th, Amoy 13th, & Swatow 14th, General—Douglas, Lapraik & Co. NORD, Norwegian str., 730, G. Haraldsen, 14th January—Bangkok and Amoy 7th Jan., Salt and Rice—Angard Thorsen & Co. PRINZ HERNSTADT, German str., 2,263, Paul Grosch, 14th January—Singapore 10th Jan. Mails and General—Melchers & Co. PRINZ WALDEMAR, German str., 1,737, W. v. Senden, 15th January—Sydney 18th Dec. and Manila 12th Jan., General—Melchers & Co. SIKIANO, German str., 1,015, Habel, 15th Jan.—Bangkok 5th Jan., General—Hamburg-Amerika Linie.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

15th January.
Hue, French str., for Kwangchow and Amoy.
Prinz Heinrich, German str., for Shanghai.
Sikiano, German str., for Shanghai.
Sungking, British str., for Cebu.
Triumph, German str., for Hoihow.

DEPARTURES.

14th January.
Yochow, British str., for Canton.
15th January.
C. DIEBOLD, German str., for Haiphong.
DAGNY, Norwegian str., for Saigon.
HONGKONG, British str., for Tientsin.
HONGKONG, Chinese str., for Shanghai.
INDRAPURA, Br. str., for Manila & New York.
KUEICHOW, British str., for Hoihow.
NILE, British str., for Singapore and London.
PAOTING, British str., for Shanghai.
P. E. FRIEDRICH, German str., for Europe, & Quana, German str., for Saigon.
SAXONIA, German str., for Shanghai.
SHEWAN, British str., for Shanghai.
SHEWAN, British str., for Singapore.
TAKAO, Dutch str., for Sourabaya.
TOTOMI MARU, Japanese str., for Singapore.
WINGSANG, British str., for Haiphong.

VESSELS IN DOCK.

January 15th.
ABERDEEN DOCK.—Woolwich.
KOWLOON DOCK.—Neil Meloch, Loosch, Hercules, Lysaght, U.S.S. Callao, Persia, Standard, Hiccup.
COMMONPOLYAN DOCK.—Honam.

VESSELS ON THE BERTH.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robinson, will be despatched for the above ports TO-MORROW, the 17th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAKE & CO., General Managers, 199 Hongkong, 14th January, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"

Captain A. Stewart, will be despatched for the above ports TO-MORROW, the 17th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SARSON & CO., LTD., Agents, Hongkong, 11th January, 1908. 188



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE

THE Company's Steamship

"AUSTRIA,"

Capt. Gillhuber, will leave for the above places on or about SATURDAY, the 18th inst.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Hongkong, 9th January, 1908. 3

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA AND MACASSAR.

Taking cargo to all ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJIMAH,"

Capt. de Brouwers, will be despatched for the above ports on or about SATURDAY, the 18th inst.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents, Hongkong, 14th January, 1908. 197

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).

With Liberty to call at Honolulu and Salina Cruz.

Steamers

"KASATO MARU" 6,100 Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S.N. Co.

K. MATSUDA, Manager, Yokohama, Japan.

Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	ARCADIA	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, ANTWERP & HAMBURG	ELINTHUR	Brit. str.	1	W. M. Cowley	SHAW, TOMES & CO.	About 7th February.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS &c.	DORTMUND	Ger. str.	1	A. L. Valentini	HAMBURG-AMERIKA LINIE	Today.
MARSEILLES, &c. via PORTS OF CALL.	SAKIN	Fr. str.	1	A. L. Valentini	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	HAMBURG	Fr. str.	1	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 30th inst.
ROTTERDAM & HAMBURG VIA STRAITS &c.	SIAM	Swed. str.	1	A. L. Valentini	MELCHERS & CO.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS &c.	C. FRED. LAEISZ	Ger. str.	1	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 4th February.
HAVRE & HAMBURG VIA STRAITS &c.	VANDALIA	Ger. str.	1	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 19th inst.
TRIESTE, &c. via SINGAPORE, &c.	SAKIN	Fr. str.	1	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 14th February.
BOSTON & NEW YORK	NIPPON	Am. str.	1	A. L. Valentini	SANDER, WIELER & CO.	About 16th inst.
BALTIMORE & NEW YORK	SHIMOKI	Am. str.	1	A. L. Valentini	SANDER, WIELER & CO.	On 8th February.
VANCOUVER via SHANGHAI JAPAN, &c.	JESERIC	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	About 25th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	Today at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	MONTEAGLE	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 29th inst., at Noon.
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KUWERIC	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 28th inst.
AUSTRALIAN PORTS via MANILA	KASATO MARU	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	Sometime in March.
AUSTRALIAN PORTS via MANILA	EMPEROR OF INDIA	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 25th inst., at Noon.
AUSTRALIAN PORTS via MANILA	MONTEAGLE	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 30th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 1st Feb., at 4 P.M.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 16th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 9th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 7th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 4th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 3rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 2nd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 1st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 31st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 29th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 16th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 9th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 7th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 4th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 3rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 2nd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 1st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 31st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 29th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 27th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 26th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 24th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 23rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 22nd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 21st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 16th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 15th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 13th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 12th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 9th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 7th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 5th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 4th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 3rd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 2nd inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 1st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 31st inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 30th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 29th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On 28th inst.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Am. str.	1	A. L. Valentini	ARNHOLD, KARBURG & CO.	On

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	PENINSULAR	About 24th Jan.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon 25th Jan.	See Special Advertisement.
SHANGHAI, MOJI, KOBE	SOCOTRA	About 29th Jan.	Freight and Passage only.

For further Particulars, apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 14th January, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SUNGKIANG"	On 16th Jan., 10 A.M.
NINGPO AND SHANGHAI	"TOCHOW"	On 18th Jan., 4 P.M.
MANILA	"TAMING"	On 21st Jan., 4 P.M.
CEBU AND ILOILO	"KAIFONG"	On 21st Jan., 4 P.M.
SHANGHAI	"KIUKIANG"	On 22nd Jan., 4 P.M.
MANILA ZAMBOANGA PORT DARWIN THURSDAY ISLAND COOK TOWN CAIENS TOWNVILLE BRISBANE SYDNEY HOBBART LAUNCE- STON NEW ZEALAND MELBOURNE ADELAIDE and PERTH	"CHINGTU"	On 1st Feb., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 16th January, 1908.BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW	"DAIWIN MARU"	SUNDAY, 19th Jan., at 9 A.M.
AND AMOY	Capt. I. SAKURAI	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th January, 1908. T. ARIMA, Manager. 13

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.,
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA AND KOBE	"PETRONIA"	On 16th January.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	On 21st January.

For Further Particulars, apply to
Hongkong, 15th January, 1908.MELCHERS & CO.,
AGENTS.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON ANTWERP & HAMBURG	"ZIETEN" Capt. F. PAERSON	Wed. day, 23rd Jan., at noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. RUD MEYER	About Wednesday 29th January.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. T. SENDEN	Thursday, 30th Jan., at noon.
YOKOHAMA AND KOBE	"PRINZ SIGISMUND" Capt. D. LERNZ	About Friday, 7th February.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SABBILL	Middle of Feb.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th January, 1908.

CIE. DES CHARGEURS REUNIS,
ROUND THE WORLD LINE.

FOR SHANGHAI, CHINWANTAO, TIENTSIN AND PEKING: KOBE YOKOHAMA, HONOLULU, SAN FRANCISCO, FUGET SOUND, MEXICAN COAST, PUERTO ARENAS MONTEVIDEO, BUENOS AYRES, without transshipment.	S. S. "MALTE," Capt. BENARD. To SAIL about TUESDAY NEXT, 21st Inst.
---	--

THIS quite new twin screw Steamer, 15,000 tons, has superior accommodation for 1st Class Passengers. Only single berth and double berth cabins, each fitted with Electric Fans and Steam Heaters, Large Dining Room, Drawing Room, Smoking Room, Hair Dressing Room, Dark Room, Laundry.

The Best Line to go to Japan and America. By calling at Chinwanto an opportunity is afforded Passengers of paying a short visit to Peking.

REDUCED RATES OF PASSAGE AND FREIGHT.

Next Sailing S.S. "CEYLON" about 27th February.

For Further Particulars, apply to—

J. MILLET, AGENT,
FRENCH MAIL OFFICE.

Hongkong, 15th January, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Friday, 17th Jan., 4 P.M.
SHANGHAI	"HANGSANG"	Sunday, 18th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, Kobe & Moji	"NANSANG"	Sunday, 19th Jan., 4 P.M.
SHANGHAI	"YIKSANG"	Tuesday, 21st Jan., 4 P.M.
MANILA	"YUNGSANG"	Friday, 24th Jan., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Monday, 28th Jan., 3 P.M.
MANILA	"LOONGSANG"	Friday, 31st Jan., 4 P.M.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 24th and 31st instant, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

These Steamers have superior accommodation for First-Class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, and Tientsin, via Chingwanan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Hongkong, 15th January, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 15, DES VOEUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIC."

Captain Magnien, will be despatched for the above Ports on or about MONDAY, the 20th inst.

For Freight or Passage, apply to

J. MILLET, Agent.

Hongkong, 15th January, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APGAR."

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 21st inst. at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 15th January, 1908.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"

Will be despatched for the above Ports on or about FRIDAY, the 7th February.

For Freight and further information, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 16th January, 1908.

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALACCA COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SHIMOSA" ... 8th February.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 8th January, 1908.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch-boat, 700 tons, 10 guns, 8000 h.p., Comdr. E. L. Vaughan-Lee, Canton.

Astraea, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Captain C. L. Vaughan-Lee, Shanghai.

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Hongkong.

Bramble, gunboat, 710 tons, 800 h.p., Lieut. Comdr. G. W. Davidson, Shanghai.

Britannia, gunboat, 710 tons, 800 h.p., Lieut. Comdr. W. L. Bamber, Shanghai.

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Canton.

Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong.

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut. Comdr. G. Mason, West River.

Flora, 2nd class cruiser, 4380 tons, 10 guns, 7000 h.p., Capt. Roland Nugent, Hongkong.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darvall, West River.

Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. G. C. Dickson, Hongkong.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef, Austrian cruiser, 4380 tons, Capt. Ferdinand, Northern Waters.

Allouette, river gunboat, Lieut. Millet, Cochinchina.

Argus, gunboat, 123 tons, guns, 500 h.p., Lieut. Jeannel, Canton.

Caronde, gunboat, Lieut. Kercheval, Saigon.

Decide, gunboat 845 tons, 10 guns, 1,000 h.p., Lieut. Comdr. L. Host, Haiphong.

D'Entrecasteaux, French cruiser, 3,000, Capt. Tesson, Shanghai.

Esturgeon, submarine, Saigon.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, river gunboat, Lieut. Le Corolle, Annam-Tonkin, reserve.

Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagou-Duvauroux, Saigon.

Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon.

Lyon, submarine, Lieut. Armbruster, Saigon.

Macon, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons, 12 guns, 19,800 h.p., Capt. Marol.

Mouquet, destroyer, Lieut. Duckemin, Baie d'Along.

Oly, gunboat, Lieut. Grollier, Yangtze.

Palho, gunboat, Lieut. Marcland, Tongka.

Pelle, submarine, Saigon.

Pistolet, destroyer, Lieut. de Reinach, Werth, Baie d'Along.

Protet, submarine, Lieut. Glorieux, Saigon.

Rapiet, destroyer, 300 tons, Lieut. Vincent de Briougnac, Saigon.

Redoubtable, battleship, (in reserve) 9347 tons, 8 guns, 6971 h.p., Rear Admiral de Marolles, Saigon.

Sabre, destroyer, 330 tons, Lieut. Mallies.

Sfax, armoured gunboat, 1705 tons, 10 guns, 1700 h.p., Dne, Saigon.

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Tehang, gunboat, Yangtze.

Talon, destroyer, Com. Terquem, Saigon.

Vanhan, torpedo-boat (reserve), 6150 tons, 23 guns, 4560 h.p., Hongkong.

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Bragnon, Canton.

GERMAN.

Furst Bismarck, (flagship), 11,000 tons, 36 guns, 14,010 h.p., Komr. Admiral Steuering, Tientsin.

Hila, gunboat 1000 tons, 10 guns, 1300 h.p., Captain Kiesel.

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Klose, Yangtze.

Leipzig, cruiser, Commandant von Rothker, Pankow.

Luchs, gunboat 850 tons, 10 guns, 1344 h.p., Commander Hartog.

Niober, cruiser, Commander Witschel.

Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Glatzel.

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Abeken.

Taiguan, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Brühner.

Vaterland, gunboat—tons, 3 guns, 501 h.p., Lieut. de Spesselt.

ITALIAN.

Venezio, cruiser, 2,145 tons, Baron de Saint Pierre, Shanghai.

PORTUGUESE.

Rio Lima, cruiser, 5,651, 7 guns, Macao.

UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons, Cavite.

Callao, gunboat, 243 tons, Lt. Guy Whitlock, Canton.

Chamisso, destroyer, 420 tons, Lt. Frank McCarty, Cavite.

Chattanooga, cruiser, 3200 tons, Commander R. C. Smith, Cavite.

Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite.

Colorado, armoured cruiser, 13,680 tons, Captain S. H. Staunton, Orising.

Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai.

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite.

Deceatur, destroyer, 420 tons, Ens. C. W. Nimila, Cavite.

Denver, cruiser, 3200 tons, Commander W. B. Caperton, Cavite.

Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Cavite.

Helena, gunboat, 1392 tons, Commander R. M. Hughes, Yangtze.

Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising.

Monsadock, monitor, 4000 tons, Lt. Commander Miller, Olapago.

Montgomery, monitor, 4000 tons, Lt. D. W. Todd, Olapago.

Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward, Cruising.

Quincy, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze.

Villalobos, gunboat, 370 tons, Lt. A. Andrews, Yangtze.

West Virginia, armoured cruiser, 13,680 tons, Capt. J. B. Milton, Cruising.

Wilmington, gunboat, Commanding W. R. Bush, Hongkong.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 2.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 364 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

799

SHIPPING IN PORT.

STEAMERS.

ANGLO SAXON, British str., 2,671, W. A. Isaacs, 12th January—Cardiff 16th Nov., Coals—Admiralty.	ASHAKI MARU, Japanese str., 2,987, T. Ota, 15th January—Moji 30th December, Coal—After Bessan Kaisha.	ARATONY APGAR, British str., 2,931, A. Stewart, 7th January—Yokohama, Kobe and Moji 3rd January, General—David Sassoon & Co.	CATHERINE APGAR, British str., 1,730, W. D. A. Thomas, 11th January—Calcutta and Straits 25th January, General—David Sassoon & Co.	CHANGCHOW, British str., 1,203, H. E. Walker, 1st January—Chinkiang 25th December, General—Butterfield & Swire.	CHARLTON, British str., 2,552, W. G. Thomas, 27th December—Bary 5th Nov., Coal—Naval Store Officer.	CHOWTAI, German str., 1,115, W. Mollermaun, 11th January—Bangkok and Swatow 10th Jan., Rice and General—Butterfield & Swire.	DMOFAR, Norwegian str., 1,102, J. Bing, 11th Jan.—Bangkok 31st December, General—Nippon Yusen Kaisha.	EMPEROR OF INDIA, British str., 3,032, H. Deetham, 16th Dec.—Vancouver 26th Nov. and Shanghai 13th Dec., Mails & General—C. P. & Co.	EMPEROR OF JAPAN, British str., 3,030, H. Pybus, R.N.R., 13th January—Vancouver, B.C. 34th Dec. via Japan Ports and Shanghai 11th Jan., Mails and General—Canadian Pacific Railway Co.	GERMANIA, German str., 1,713, H. Lorenzen, 9th January—Haiphong 7th January, Rice—Jensen & Co.	HAINON, British str., 636, A. J. Robson, 12th January—Foolchow Jan. 8th, Amoy 10th, and Swatow 11th, General—Douglas, Lapraik & Co.	HELIOPOLIS, British str., 2,967, J. W. Martin, 15th Jan.—Chefoo and Chingwanan 7th January—Gibb, Livingstone & Co.	HORSAUN, British str., 1,356, Jas. M. Hay, 7th January—Swatow 6th January, General—Jardine, Matheson & Co.	HUE, French str., 705, J. Pannier, 13th Jan.—Haiphong, Pakhoi, Hoihow and K. C. Wan 13th Jan, General—A. R. Marly.	HUTCHINSON, British str., 1,311, E. Forgyth, 11th January—Haiphong 9th Jan, General—Butterfield & Swire.	JOHANNE, German str., 852, M. Inland, 13th January—Bangkok 4th January, Rice—Jensen & Co.	KORRA, American str., 5,651, Samuel Sandberg, 9th Jan.—San Francisco 10th Dec. via Japan Ports and Shanghai 7th Jan., Mails and General—Pacific Mail Steamship Co.	LOONGSANG, British str., 1,093, Payne, 13th January—Manila 10th January, General—Jardine, Matheson & Co.	LOO SOO, German str., 1,420, G. Schultzen, 30th December—Bangkok 19th December, Rice and Wood—Butterfield & Swire.	MEAFOO, Chinese str., 1,335
--	---	--	--	---	---	--	---	--	--	--	---	--	--	--	--	---	--	--	--	-----------------------------

